

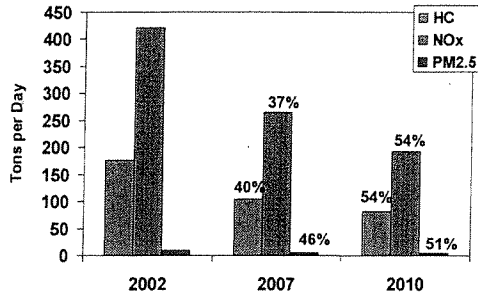
The Southeast Michigan Council of Governments

Overview

- Fuel Study results
- In context of national controls
- Reminder: June submittal

What's happening anyway?

Mobile Emission Reductions from National Controls



Fuels Methodology

- Work Group Formation
- Agreement on Methodology
- Baseline fuel for Southeast MI
- Broad-based, expert review

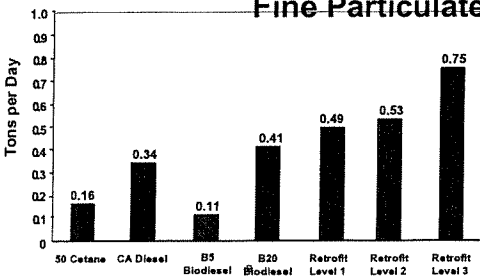
2007 Benefits: Hydrocarbons Tons/day

- California 8 - 10
- California w/o Ethanol 11 - 14
- Federal 9 - 10
- Federal w/o Ethanol 13 - 14
- Lower Sulfur 0 - 1
- Lower Vapor Pressure 6 - 7
- Lower Vapor Pressure w/o Ethanol 8 - 10

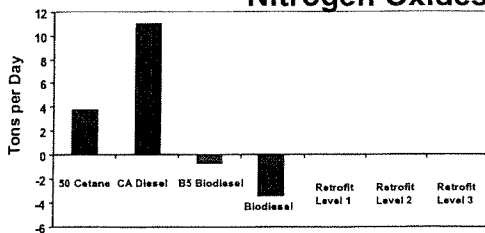
2007 Benefits: Nitrogen Oxide Tons/day

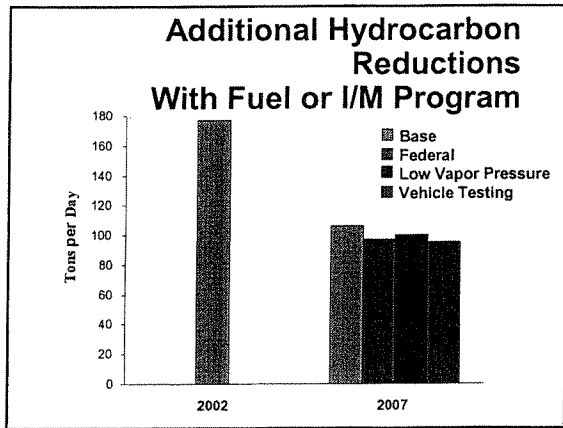
• California	4 - 6
• California w/o Ethanol	5 - 10
• Federal	(-3) - 3
• Federal w/o Ethanol	4 - 5
• Lower Sulfur	1 - 4
• Lower Vapor Pressure	0
• Lower Vapor Pressure w/o Ethanol	1 - 2

2007 Benefits from Various Diesel Options: Fine Particulates



2007 Benefits from Various Diesel Options: Nitrogen Oxides





What are some policy issues?

Vehicle Testing Policy Issues

- To be discussed with full proposal

Fuel Policy Issues

- A---Cost
- B---Availability/Supply
- C---Time to implement
- D---Participation of other States
- Inter-relationships of A, B, C, & D

Take Away Messages

- National controls are producing major reductions
- Additional reductions from other controls are much less
- Fuel benefits more favorable than vehicle inspections

Take Away Messages

- Focus is on hydrocarbons (VOC)
- Most reductions
 - RFG
 - Low vapor pressure (LVP)
- Significant off road benefits
- Timing and cost of LVP more favorable

Implications

- Gasoline fuel will be proposed**
- Jury out on need for diesel
- Advantages of multi-state consistency

Thank you for your time
